The Hongkong Telegraph.

No. 3205 — TUESDAY, JULY 26, 1892. — SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital......................£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq.	Chow Tung Shang, Esq.
Chan Kit Shan, Esq.	W. Wotton, Esq.
C. J. Hirst, Esq.	Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent, Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery & Co.
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.
GEO. MUNRO, Manager.

BANKERS:—

The Alliance Bank (Limited.)
The Commercial Bank of Scotland.
Yokohama—D. FRASER, Manager.
Shanghai—C. J. GALLOWAY, Manager.
Amoy—J. ANDERSON, Manager.

CURRENT ACCOUNTS opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on Securities or goods in neutral Godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS 2 "

For Rates of Interest for other periods apply to the Manager.

Hongkong, 18th May, 1892. [8

Insurances.

THE FUNDS OF THE STANDARD LIFE OFFICE

ARE invested entirely within the British Dominions and are thus free from the complications which might arise in time of war. They now amount to Seven Millions Sterling, and have increased 50 per cent in the last 15 years.

DODWELL, CARLILL & Co., Agents, Hongkong.
679—1]

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

GEO. R. STEVENS & Co., Agents.
No. 2, Queen's Road, Hongkong.
Hongkong, 2nd April, 189 . [380

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED..............$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.
HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [146

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO ....} $833,333.33.
RESERVE FUND ....$318,000.00.

BOARD OF DIRECTORS.

LEE SHIO, Esq.	LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.	

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [1178

PIANOS, ORGANS, MUSICAL INSTRUMENTS OF ALL KINDS

BY THE BEST ENGLISH AND FOREIGN MAKERS.

FOR SALE, HIRE, OR ON THE EASY PAYMENT SYSTEM.

Illustrated Catalogues free.

MOUTRIE, ROBINSON & Co.
(UNDER HONGKONG HOTEL)
HONGKONG.

ALL our PIANOS are made Specially for us with Iron Frames, Check Action, Full Trichord Solid Cases, and are beautiful in Tone and Touch.

REPAIRS A SPECIALITY.

Intimations.

THE SELAMA TIN MINING COMPANY, LIMITED.

ALL HOLDERS of TRANSFERS OF SHARES, in the above Company are requested to send them in to the Undersigned together with the SCRIP therefor at ONCE, and notice is hereby given that no Shares will be TRANSFERRED nor TRANSFERS accepted after the 15th August next.

Dated the 15th July, 1892.

W. HUTTON POTTS, Liquidator.
754]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, BANK BUILDINGS, Queen's Road Central, on FRIDAY, the 29th instant, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Account, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 29th instant, inclusive.

By Order of the Board of Directors,
T. ARNOLD, Secretary.
Hongkong, 11th July, 1892. [711

NOTICE.

PUNJOM & SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

ALL PERSONS holding SCRIP in the above Company are requested to send them in at once for TRANSFER.

A Circular will be sent to each SHAREHOLDER, in reference to the re-construction of the Company.

A. O'D. GOURDIN, Secretary.
Hongkong, 25th May, 1892. [557

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 1st August.

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,
JOHN THURBURN, Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
J. ARMSTRONG, pro. Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
F. DE BOVIS, Chief Manager.

For the COMPTOIR NATIONAL D'ESCOMPTE DE PARIS,
L. GLENAT, Acting Agent.

For the BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED, HONGKONG,
CHANTREY INCHBALD, Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR, Chief Manager.

Hongkong, 25th July, 1892 755

HONGKONG RIFLE ASSOCIATION.

ON SATURDAY, July 30th, the LONG RANGE CUP and SPOONS CUP will be shot for. Ranges—800 and 900 yards. Time, 2.45 P.M.

ED. ROBINSON, Hon. Secretary.
Hongkong, 23rd July, 1892. [40

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY, LIMITED.

NOTICE.

NOTICE is given that a RED BALLOON-SHAPED TELEGRAPH BUOY with Beacon-Top Flagstaff is temporarily MOORED in Lat. 20.43.00 N., Long. 113 22.00 E.

WALTER JUDD, Manager in China.
Hongkong, 12th July, 1892. [717

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board and Table Accommodation.

Apply to
Mrs. MATHER, 2, Pedder's Hill.
Hongkong, 30th June, 1892. [684

PRIVATE BOARD AND RESIDENCE, "GLENEALY BUILDINGS," *(Nos. 18 and 14, Wyndham Street.)*

MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS, also Accommodation for TABLE BOARDERS.

Hongkong, 4th July, 1892. [650

PROFESSIONAL NOTICE.

DURING my temporary absence from HONGKONG my Dental Surgery will be CLOSED.

DENTON E. PETERSON, No. 9, Connaught House, Queen's Road.
Hongkong, 2nd June, 1892. [587

KING WO CHEONG, COAL MERCHANTS, SHIP'S COMPRADORES, STEVEDORES, &c.

HAVE FOR SALE A CARGO OF AKAIKI COAL.

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c., Apply to
KING WO CHEONG, No. 35, Praya Central.
Hongkong, 18th July, 1892. [731

Intimations.

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY, *PROPRIETOR.*
666]

KELLY & WALSH, LD.

HAVE JUST RECEIVED A NEW STOCK OF

SALTER'S BLACK GUT TENNIS BATS

OF A VERY SUPERIOR QUALITY.

LADIES' AND GENTLEMEN'S

T E N N I S S H O E S.

KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 22nd July, 1892. [16

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS....................THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, Manager.
Hongkong, 12th February, 1892. [108

CARMICHAEL & Co., Ld.

AERATED WATERS, *THREE DOZEN FOR ONE DOLLAR.*

TO AVOID THE LOSS OF BOTTLES

WE have decided to put our WATERS in a special size bottle bearing our name; the bottle will contain 8 oz. full, that generally used containing 10 oz.; quality will be as usual, but price will be reduced to 35 cents a dozen or 3 dozen for $1.00.

AERATED CLARET 80 cents per dozen.

Just received Genuine American HAMMERLESS REVOLVERS, 32 & 38 bore, $10, $15 and $22, also CARTRIDGES to suit. WINCHESTER CARBINES at cheapest rates.

CARMICHAEL & CO., LTD.
18, Praya Central, Hongkong.
Hongkong, 21st July, 1892. [42

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

GUINNESS'S STOUT. — BASS'S PALE ALE.

ROBERT PORTER & CO. EXPORT BOTTLERS LONDON

N E W S H I P M E N T S J U S T R E C E I V E D.

LANE, CRAWFORD & Co.
Hongkong, 15th July, 1892 [29

W. BREWER.

NEW Infantry Drill 1892.	Norman's Real Japan.
Riding for Ladies, by Kerr.	Ayer's Social Telegraph Codes.
The Apodidae, by Bethard.	do. Duplex Telegraph do.
The Miner's Pocket Book, by Lock.	Practical Kennel Guide.
Camping Out—Macdonnal.	Dog Owner's Companion.
Art of Acting—Fitzgerald.	Chambers' Pictorial Astronomy.
Dangers of Modern Rule of Road at Sea, by Colomb.	New Medical Books.
Brassey's Naval Annual, 1892.	New French Books.
	Sweet Caporal and Straight Cut Cigarettes.

W. BREWER, UNDER HONGKONG HOTEL.
Hongkong, 14th July, 1892. [818

Auctions.

MORTGAGEES' SALE OF THE BRITISH STEAMER "TANNADICE."

THE Undersigned are instructed by the MORTGAGEES to Sell by Auction, on MONDAY, the 15th August, at 3 P.M.,

The British Steamer "TANNADICE,"

1,407 ⁷⁷/100 tons nett Register and 2,182 65/100 tons Gross Register, built by Messrs. WILLIAM DOXFORD & SONS, of iron, at Sunderland, in 1881, and classed 100 A1.

Length ....302 feet
Breadth .... 36 " 5 tenths.
Depth .... 23 " 6 "

Engines 250 H.P., Compound Surface Condensing Cylinders 40in. and 70in., Length of stroke 48in.

This Steamer was built for the Eastern and Australian Steamship Co., Ld., specially for their Australian trade, where she was favourably known, and, under her present ownership, she has obtained an excellent reputation in the Coolie and Pilgrim trades from Singapore to the Coromandel Coast and Jeddah.

She is a large deadweight carrier, and has carried 2,800 tons. Measurement of Tea with 560 tons of Coal in her bunkers. She steams 10 to 11 knots on a consumption of 18 to 20 tons of Cardiff Coal.

Her passenger accommodation is unusually fine, and consists of 9 Cabins for 24 1st Class Passengers, and 6 Cabins for 20 2nd Class Passengers. Her 'tween decks are specially fitted for Native Passengers, being fitted with sleeping berths and pierced with side-lights throughout. The Steamer is licensed to carry 730 passengers on long voyages. Has three decks, upper deck of teak, 'tween deck of iron and part orlop deck of teak, the last having accommodation for 150 Bullocks. Has four hatches and four steam winches and two side ports, and can carry 450 tons water ballast in double bottom.

She was docked in Singapore in February last, when she received extensive alterations and repairs. She can be inspected in Singapore on her return from Jeddah early in August, and will be sold with all her furniture, tackle and stores, subject to the Conditions of Sale, which can be obtained from

McALISTER & Co., Auctioneers.
No. 1, Battery Road,
Singapore, 11th July, 1892. [732

Note.—CONDITIONS OF SALE may be seen at any time at the Office of this paper.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on TUESDAY, the 2nd day of August, 1892, at 2.30 P.M., at the Residence of MR. GEORGE R. STEVENS, "GREEN MOUNT," Bonham Road,

THE WHOLE OF THE HOUSEHOLD FURNITURE, PIANOS, CURIOS, &c., Comprising:—

HANDSOME GOLD and SILVER INLAID BRONZES.
OLD JAPANESE PAINTED SCREENS; GOLD and SILK EMBROIDERED do.
SATSUMA and other JAPANESE VASES.
OLD CHINESE PORCELAIN VASES, CHINCHEW WARE, SOOCHOW LACQUER, &c., &c.
TAPESTRY and SILK COVERED DRAWING-ROOM SUITES.
BLACK and GOLD CENTRE and SIDE TABLES.
CHIMNEY GLASSES, OLD PAINTINGS, WATER COLOURS, CARPETS, & HEARTH RUGS.
EXTENSION DINING TABLE, SIDEBOARD with GLASS BACK, WHATNOTS, VIENNA CHAIRS, CROCKERY and GLASS WARE and PLATED WARE.
DOUBLE IRON BEDSTEADS BRASS MOUNTED, DOUBLE WARDROBE with GLASS DOORS, CHEST of DRAWERS, WRITING DESKS, BOOK CASE, DRESSING TABLE with GLASS, and WASHSTANDS.
One COTTAGE PIANO by J. Esdaile & Co., London.
One COTTAGE PIANO by Lunan, Lubeck.
JAPAN and SHANGHAI BATH TUBS.
SUNDRY PLANTS in POTS in Lots, &c., &c., &c.

Catalogues will be issued.
TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.
Hongkong, 25th July, 1892. [753

To be Let.

TO LET.

"TUSCULUM," MAGAZINE GAP.

Nos. 2, 4, & 10, SEYMOUR TERRACE.
No. 6, QUEEN'S ROAD CENTRAL, now in the occupation of Mr. Au Atack.
"BENFICA," a large TEN ROOMED HOUSE in Robinson Road, with a splendid Tennis Court.
No. 4, PEDDER'S HILL.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 4th July, 1892. [32

TO LET.

NO. 16, KNUTSFORD TERRACE, KOWLOON,—END HOUSE.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 19th July, 1892. [744

TO LET.

NO. 4, BLUE BUILDINGS.

FIRST FLOOR, No. 1, Blue Buildings.
OFFICES—2nd Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.)
GODOWN, (under Messrs. Douglas Lapraik & Co.'s Office).
GODOWN, No. 1A, Blue Buildings.
SEMI-DETACHED HOUSES at Magazine Gap.
Nos. 2 & 2A, STAUNTON STREET (corner of the Old Bailey).
No. 10, OLD BAILEY.
No. 8, WYNDHAM STREET (newly built houses at Lower End of GLENEALY).
"LARKSPUR," RICHMOND ROAD, Furnished or Unfurnished.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ld.
Hongkong, 19th July, 1892. [592

Shipping.

STEAMERS.

"UNION" LINE OF STEAMERS.

FOR SHANGHAI, KOBE & YOKOHAMA.

THE Steamship "ANGERS," Captain Pinkham, will be despatched for the above Ports, on SATURDAY, the 30th instant, at 4 P.M.

For Freight or Passage, apply to
SHEWAN & Co., Agents.
Hongkong, 22nd July, 1892. [749

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L. I. I. British Ship "JOHN McLEOD," Henderson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co., Agents.
Hongkong, 22nd July, 1892. [748

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "CAMELOT," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 p.m.

Consignees of Cargo will please take notice that, before delivery can be obtained they must sign the Average Bond which is lying at the office of the undersigned, and pay a deposit of 3 % on the nett value of their cargo for contribution to General Average.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co., Agents.
Hongkong, 23rd July, 1892. [740

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "SIKH," FROM MIDDLESBRO, GLASGOW, LIVERPOOL AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 29th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co., Agents.
Hongkong, 22nd July, 1892. [735

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.
Hongkong, 20th July, 1892. [2

Masonic.

ZETLAND LODGE, No. 525.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 28th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 23rd July, 1892. [750

Notices of Firms.

DAKIN, CRUICKSHANK & CO., LIMITED.

THIS Company, formed and registered in Hongkong, has taken over the Businesses carried on by Messrs. DAKIN BROS. OF CHINA, LIMITED, and Messrs. CRUICKSHANK & Co., LIMITED, together with all ASSETS and LIABILITIES; and all amounts owing to and due by the two above mentioned concerns will be received and paid by DAKIN, CRUICKSHANK & Co., LIMITED.

For DAKIN, CRUICKSHANK & Co., LTD.
FRANK W. WATTS, Manager.
Hongkong, 1st July, 1892. [689

For Sale.

IMPORTANT INTIMATION.

NOW READY.

[PUBLISHED BY AUTHORITY.]

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDO-CHINA, NORTH BORNEO, THE PHILIPPINES, AND COREA, FOR THE YEAR 1892.

PRICE THREE DOLLARS.

THE HONGKONG DIRECTORY has again been enlarged and will be found THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Wladiwostock, Formosa, the Treaty Ports of China and Japan, Cochin-China, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the Treaties and Conventions between China and Great Britain, France, Germany, Russia, the United States of America, Brazil, Japan, Peru, Spain, and Portugal; together with conditions of Trade, and the Post, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Head-quarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1892 contains a carefully revised

INDEX TO THE ORDINANCES OF HONGKONG;

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG.

The latest and only reliable PLAN OF THE CITY OF VICTORIA, showing the proposed Reclamations and all recent additions and improvements,

AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

The WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *vade mecum* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1892 is Printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at This Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australasian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of "THE HONGKONG TELEGRAPH" Pedder's Hill, Hongkong.

Hongkong, 23rd January, 1892.

Intimations.

DAKIN, CRUICKSHANK & CO., LIMITED.

DISPENSING CHEMISTS.

WHOLESALE and MANUFACTURING CHEMISTS and DRUGGISTS, AERATED WATER MANUFACTURERS, WINE and SPIRIT MERCHANTS,

&c., &c., &c.

WE have the pleasure to announce that this Company, formed and registered in Hongkong, has taken over the Businesses hitherto carried on here and elsewhere by Messrs. DAKIN BROS, OF CHINA, LIMITED, and Messrs. CRUICKSHANK & CO., LIMITED, together with all ASSETS and LIABILITIES.

The support hitherto given to the late Firms will, we trust, be continued to us.

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 1st July, 1891. [30

A. S. WATSON & CO., LD.

AERATED WATERS.

GINGERADE.
GINGER ALE.
LEMONADE.
LEMON SQUASH.
LITHIA WATER.
PHOSPHORIC CHAMPAGNE.
POTASH WATER.
RASPBERRYADE.
SARSAPARILLA.
SELTZER WATER.
SODA WATER.
TONIC WATER.

IN the Manufacture of these Waters the purest ingredients only are used, and the utmost care and cleanliness exercised throughout. The water used is subjected to a perfect system of filtration, daily examinations and periodically to searching chemical analyses; so that absolute purity and safety are guaranteed.

FOR COAST PORTS.

Waters are packed and placed on board at Hongkong prices, and the full amount allowed for Packages and Empties when returned in good order.

SUMMER BEVERAGES.

FRUIT CORDIALS:—Raspberry, Strawberry, Lime, Damson, Black Currant, Red Currant, Pine Apple, Orleans Plum, Morella Cherry and Gooseberry.

FRUIT SYRUPS:—Lemon, Lime Juice, Raspberry, Strawberry, &c.

Prepared from genuine fruit juices imported by ourselves, they contain the full flavour of the sound ripe fruit; mixed with plain or Aerated Water, they make delightful summer drinks.

Agents for
MONTSERRAT LIME JUICE & CORDIAL.

WINES AND SPIRITS.

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Hongkong, January 23rd, 1892.

BIRTH.

At Shanghai, on the 22nd July, the wife of T. J. ROWLAND, of a son.

DEATH.

At Kobe, on the 21st inst., JAMES DANIEL WOODFORD, late of the Hongkong and Shanghai Bank, Hongkong; aged 56 years, R. I. P.

The Hongkong Telegraph.

HONGKONG, TUESDAY, JULY 26, 1892.

TELEGRAMS.

THE PRESENT MINISTRY.

LONDON, July 23rd.

It is suggested that even if the Marquis of Salisbury should be defeated on a division resignation need not follow, but that Parliament would probably be prorogued until February, the present Ministry meanwhile remaining in office.

[Reuter must have got a cast-off Government official to run his China telegrams. Nobody else could be so utterly idiotic. He has not yet told us the result of the elections, nor who is in power, although the elections must have finished some weeks ago; and now he calmly considers what may happen "even if the Marquis of Salisbury should be defeated"!]

THE AFGHAN BORDER.

SIMLA, July 6th.

Amin Khan who had been threatening the Khyber Pass road with a collection of budmashes decamped on seeing the preparations made against him. No fresh news from other parts of the border.

CHOLERA.

MADRID July 8th.

Cholera is spreading in Russia, and growing worse in the neighbourhood of Paris.

July 11th.

Cholera is spreading in France.

RAVACHOL.

Ravachol was executed to-day.

THE SPANISH NAVY.

On the 24th inst. the torpedo boat *Filipinas* will be launched by order of the Queen Regent.

OBSTRUCTION IN THE CORTES.

The minority in the Cortes is obstructing all debates, and nothing is being done.

ANOTHER TYPHOON.

The Spanish consul has kindly forwarded the following telegram:—

MANILA, 25th July, 7 p.m.

Barometric depression and very bad weather in the China Sea.

LOCAL AND GENERAL.

WE are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the E. & A. S. S. Co.'s steamer *Guthrie*, from Australia, is expected here on the 29th inst.

ACCORDING to a telegram to Shanghai from Chefoo on the 21st inst. the wreck of the *Hsiaking* was still intact on the rocks, but the deck house had been washed away.

THE new buildings of the Chartered Bank and Hongkong and Shanghai Bank in Manila, to replace those burnt in the great fire two months ago, will be ready early in August.

ACCORDING to a computation recently published in a financial journal the percentage of net dividends returned to the stockholders of street railways in the United States is three times as great as for steam railways.

THE U.S.S. *Monocacy* returned to Shanghai on the 20th from the River port; H.M.S. *Pigmy* arrived at the same place on the 21st from Wuhu; and the French gunboat *Inconstant* arrived on the 20th inst. from Japan.

LIEUTENANT OTTO EHLERS, the German explorer, who has just finished his 7,000 miles ride through India and Indo-China, arrived here yesterday with the *Phra Chula* from Bangkok and is staying in the Hongkong Hotel.

DANIEL EDWARD BANDMANN, alias Herr Von Trompetblower, has given the tragic business 'best' and is now conducting a cattle ranch in Montana. "Dragic Bower" ought to prove a great success in the cattle line; his experience has been long and varied.

THE following resumé of the week's share transactions in Shanghai is from Mr. John A. Sullivan's report, published on the 22nd inst.:—Banks.—The Hongkong and Shanghai Bank has raised its rate of interest on Current Account Overdrafts to 7 per cent., and will charge the same rate on all demand loans at present running, from the 1st August. This action will curtail considerably the future operations of speculators and a sluggish market may be in consequence expected. There has been no enquiry for this stock and the quotation of 88 per cent. is purely nominal. Bank of China—A fair business is reported between Tls. 2 and Tls. 2½, and the market closes firmer.

THE Penang *Gazette* reports a revolution in the motive power for steamships in Straits waters. The *Quorra*, which brought a large consignment of Langkat kerosine oil from Sumatra, to Penang, has taken the lead in dispensing with coal and wood as fuel and is now using kerosine oil refuse, which is said to prove very economical. Her boilers were recently fitted at Babalan, in Sumatra, with an apparatus for the purpose, which is stated to be very simple in construction and to need no expensive alterations to boilers. In this case, it is to be presumed that the innovation will be speedily adopted by the local vessels, as the kerosine oil refuse is to be obtained so easily. This form of fuel is said to give off scarcely any smoke.

TO-DAY'S SHIPPING RETURNS.

Inward.

Ash	steamer,	from	Hoihow.
Oxus	"	"	Shanghai.
Pollux	"	"	Amoy.
Tai-cheong	"	"	Deli.
Independent	"	"	Singapore.
Haitan	"	"	Swatow.
Kitty	(bark)	"	Haiphong.

Aggregating 7,160 tons, register.

Outward.

Fokien	steamer,	for	Swatow.
Amigo	"	"	Newchwang.
Velox	"	"	Amoy.
Teucer	"	"	Singapore.
Camelot	"	"	Shanghai.
Singan	"	"	Swatow.
Fu-ping	"	"	Shanghai.
Activ	"	"	Hoihow.
A. Apcar	"	"	Singapore.
Elektra	"	"	Singapore.

Aggregating 9,743 tons, register.

THE town of Cholon, the famous residence of the Chinese in Saigon, has been almost entirely carried away by floods, while Saigon itself is described as "an Eastern Venice," all its streets being broad, deep canals, and all the houses islands.

FIVE ocean steamers have crossed the Atlantic at a greater average of speed than 20 knots an hour. These are the *City of New York* and the *City of Paris*, of the Inman line; the *Teutonic* and the *Majestic*, of the White Star line, and the *Fuerst Bismarck*, of the German line. These five vessels all have twin screws.

THE "Vanishing Act" is apparently as popular in Bangkok as in Hongkong. Says the *Times*:—At least three Europeans, all in debt, have folded their tents and silently stolen away during the late leafy month of June. Persons contemplating actions for libel will please communicate with Mr. Tilleke; duellists will call between one and four p.m.—N.B. Bring your own axes.

IT is expected, says the *Kobe Herald*, that the Shinkaku Electric Railway Company, formed with a capital of 300,000 yen to run a tram-car line to Maizura from Kobe, will shortly receive its charter. The first portion to be constructed will be a line from Kobe to Sanda, a distance of 17 miles, 32 chains, *via* Tanigami, Karato, Arina, and Dojo. A branch line will connect Karato with Arima. The dynamos will be stationed at Tanigami, and the cars will be raised over Nunobiki by steam power.

BANGKOK advices from Paris state that M. Henri Jacob has made arrangements with a strong and influential syndicate of bankers for working the Wattana mines, and—if the undertaking proves successful—any other promising Siamese mining venture. The hesitation evinced by leading capitalists in France with regard to mines in Siam is said to have been due to the hitherto unsuccessful results from the Bangtaphan mines, quite 1,000,000 fr. worth of which stock (originally purchased at 32s. per share) is held in Paris.

RELIEF from the locust plague in the North was brought about, as in places in the Yangtsze region, by timely rains, but by the time that these were fairly over, the weather developed swarms of grubs in the ground, the existence of which was unsuspected. Latest accounts to the 8th and 9th instant do not seem to show that the plague will be widely calamitous. Attacks of locusts on the lower Yangtze had the effect of causing a rise in the price of rice and wheat—wheat which had been worth little more than $2.50 to $2.60 a picul rising to $3.40. When it reached that figure the prefect of Yangchow issued a proclamation interdicting any further advance in the price of the commodity.

THE correspondent of a Rangoon contemporary complains that "Tavoy is sadly in need of a couple of lawyers," the only representatives of the Devil's Own being a couple of Burmans who are totally unacquainted with English. The Bangkok *Times* in commenting on this says: "That correspondent needs watching. Anybody who can develope a craving for the importation of one lawyer—not to mention a couple—would invite a consignment of Bengal tigers in a bandbox or a tribe of Thugs. Still, if he is really sincere, we don't mind supplying him; Bangkok is over-stocked. Reduction on taking a quantity." In Hongkong we cannot be so generous, for there are no lawyers here.

YESTERDAY morning, says the Japan *Advertiser* of the 15th inst., between nine and ten o'clock a young woman, while working in the tea-firing godown at No. 35, was suddenly taken with the pains of child-birth. Leaving the godown, with the intention probably of trying to reach her home, she found herself unable to go many steps, and lay down on the sidewalk. Some of the other women from the godown got some empty tea boxes and built up a screen around her, and in this *al fresco* bed-chamber, with half a dozen policemen and a crowd of inquisitive children hanging around, her child was brought into the world. As soon as the auspicious event was over the mother and child were put into a jinrikisha and sent home.

THE Russians have made a singular discovery in Central Asia. In Turkestan, on the right bank of the Amou Daria, in a chain of rocky hills near the Bokharan town of Karki, are a number of large caves which, upon examination, were found to lead to an underground city, built, apparently, long before the Christian era. According to the effigies, inscriptions and designs upon the gold and silver money unearthed from among the ruins, the existence of the town dates back to some two centuries before the birth of Christ. The edifice contains all kinds of domestic utensils, pots, urns, vases, and so forth. The high degree of civilization attained by the inhabitants of the city is shown by the fact that they built in several stories, by the symmetry of the streets and squares, and the beauty of the baked clay and metal utensils, and of the ornaments and coins which have been found. It is supposed that long centuries ago this city, so carefully concealed in the bowels of the earth, provided an entire population with a refuge from the incursions of nomadic savages and robbers.

MESSRS. WHEELOCK & CO.'S Shanghai *Freight Market Report* of July 22nd has the following:—Our freight market has not experienced the activity we anticipated, and although the "Chaazcay" have all arrived from up river, and buying is now going on pretty freely, steamers either for London or New York still find some difficulty in filling their allotted space. Coastwise:—There has been little doing; slight enquiries have made for tonnage from Nagasaki to this, but at rates far from remunerative. There have been a few fixtures from Newchwang to the South, and as much as 15 cents per picul has been given given to Amoy. For London, *via* Suez Canal:—We now have the C. M. S. N. Co's *Orbach* and Holt's *Orestes* on the berth; the former will be despatched on the 26th inst., and the latter the day after. The *Glenfruin*, expected from Japan, will also load and sail on the 29th inst. For New York, *via* Suez Canal:—At the beginning of the week rates improved 5s. per ton, at which rate the *Port Phillip*, leaving to-morrow, takes the balance of her cargo. The *Energia*, which arrived to-day, takes her place at same rate, viz: 45s. per ton of 40 cubic feet, and the next to follow will be the *Guy Mannering*. There is no sailing vessel on the berth, the *Lauuka* having left for Hongkong on the 15th inst. to fill up; cargo can still be booked through at 28s. 6d. Departures for London:—*Pembrokeshire*, *via* Foochow, 9th inst., *Dardanus*, *via* Foochow, 13th inst., *Glengyle*, *via* Foochow, 14th inst., *Pakling*, *via* Foochow, 17th inst. Departures for New York:—*Benlomond* 9th inst., *Teucer*, *via* Amoy, 15th inst. Quotations are:—Shanghai to London, 35s. per ton for general cargo; 40s. for tea. Shanghai to New York direct 45s. for tea and general cargo. Shanghai to New York, *via* London, 50s. per ton; tea from Nagasaki to Shanghai $0.90 per ton sail and steam; Newchwang to Amoy, 15 cents per picul, nominal; Newchwang to Swatow, 10 cents per picul, nominal; Newchwang to Canton, 18 cents per picul, nominal; Wuhu to Canton 14 cand. per picul, nominal. Settlements during the fortnight:—*Richard Parsons*, American barque, 1,116 tons register, Hongkong to New York, $6,000 [illegible]; *Standfield*, British barque, 570 tons register, Moji to Ningpo, $1.25 per ton coal. Disengaged vessel in port:—*John Bailey*, Am. schr., 700 tons register.

THE Shanghai papers state that the Bank of China, Japan and the Straits, Limited, opened a branch office on the 21st inst. in Calcutta, the rapidly increasing business in India rendering this step advantageous.

Q.C.—That was a queer case of yours the other day.

Learned Friend—Yes. My client wouldn't pay for a suit of clothes because they didn't fit and the tailor sued him for the amount.

Q.C.—How did it come out.

Learned Friend—I got the suit.

A HORRIBLE murder was committed in Hongkew on Wednesday night or Thursday morning last, the body of a native, almost decapitated and fearfully hacked about, having been found on Friday morning in the Singkeipang creek. So far, the motive for the murder is unknown. The District Magistrate held an inquest on the remains, in the afternoon.

ON Tuesday night last, while the *Monocacy* was on her way down from Wuhu, she was in collision with a junk, the night being dark and the junk having no light up. One of the paddle boxes struck the native craft and sank her, but a boat was immediately lowered and six men were picked up, the seventh man being unfortunately drowned. The rescued men were landed at Chinkiang.

APROPOS of the announcement that the young Countess of Dudley has presented her lord with a baby, one's recollections are carried back to the funny incident in connection with the anxiously looked for event of the birth of the present earl. An old friend of the late earl's called at the town residence in Park-lane to learn the news. A gorgeous flunkey, all powder and importance, opened the door. "What news? Is it a boy?" "No," quoth Jeames. "What, is it a girl?" "No, sir." The old friend became much interested. "Bless me, then, what is it?" The flunkey proudly responded "It's a *heir*."

THE STANLEY AWFULS.

It is a remarkable feature about the present visit of the Stanley Opera Company to Hongkong that all their best performances have been given to the poorest houses. "Dorothy," "La Mascotte," and the other really good pieces, have been favoured by far less gratifying assemblies than "Blue Beard," "the Mikado," and a few others which have been wretchedly put on. Last night was another example; though only a burlesque, or rather pantomime, yet "The Sleeping Beauty" was really a treat deserving the highest praise—and we are not addicted to the practice of praising where it is not deserved. Not much!

"The Sleeping Beauty" is above the ordinary average. It is full of the most popular songs and hits, and it fitted the "Awfuls" splendidly. The good old "Jubilee" song, "Ballyhooley," "The man that struck O'Hara," "Two lovely black eyes," and many others, all are sure to be well received when properly rendered, and all were rendered by the Stanleys with a vivacity and enthusiasm only equalled by the delight of the audience. In fact, the whole show was so well done that, after trying our level best to find fault, the only thing we can say in that line is that some of the drop scenes fell to pieces and as nearly as possible killed a dozen or so of people. That *would* have been fun!

To-night the company will appear in "Struck Oil," a drama of universal popularity. The Stanleys will have to try hard if they wish to beat the "Loftus" company, who played this piece about ten years ago; but not very many are here now who will remember so much, and it may safely be predicted that to-night's performance will be A1 at Lloyd's, copper bottomed and jewelled in 16 holes.

BILLY WATERS, THE FIGHTER.

A promising man in the pugilistic world is Billy Waters, the champion middle-weight of British Columbia. He was born in 1862 at Newcastle-on-Tyne, the home of Birch (champion of England) Robinson, and other leading lights of the prize ring. Joining the Royal Navy at an early age, Waters figured prominently in several competitions from time to time, and was about the best known man in the Service.

His first exploit of any note was at Honolulu, when on board the *Champion*, about June, 1889. The match was with Punch Towers, for a knock-out in six rounds, but at the third round Waters got in on the neck and put his man away. At the same time Waters met Professor John Donaldson, who fought Sullivan in 1881. A benefit was arranged for Donaldson, who was heavy-weight Naval champion of the Pacific, and Waters met him in an exhibition spar. The weights were 196lb and 158lb respectively. The Professor was greatly pleased with young Waters' style, and advised him to leave the Service and enter the Ring as a professional.

Accordingly, on arriving at Esquimault, a few months later, Billy Waters left the Navy. Dan O'Donnell, of San Francisco, who had fought in all the chief places of the Pacific slope, meeting Mike Brennan and the Canadian Tiban, was then challenging all comers, at Victoria (B.C.). Waters tackled him in a ten-round contest, which was given to Waters given on a foul in the third round, but Billy refused, and after three more rounds stopped his man in fine style. Shortly after this, Smith, the Australian middle-weight champion, who was to fight Jack Burke, of Chicago (when Jack failed to put in an appearance) undertook to knock Waters out in six rounds, but failed; this was at Tacoma, Washington. This was during the combination of "The Marine" (La Blanche) who had a company consisting of Smith, Joe Ellensworth, amateur middle-weight champion of America at one time, and George Gasson, a well known Puget Sound boxer. Waters joined the combination, and stayed until it broke up. During that time he fought Clem Austin, champion middle-weight of British Columbia, the "Marine" and Smith acting as seconds. This was at Tacoma. In the fourth round Austin was about beaten, but "time" was called in order to give him a chance; and in the sixth round Billy beat him thoroughly. After leaving the La Blanche combination, Waters went to Seattle and fought Jem Burns, the "Logger" champion, who was really beaten in the second round, but as there was a question of a foul, Waters settled the matter by fighting seven rounds more and putting his man to sleep. In January, 1891, when Ed. Cuff was to meet Con Riordan, but failed somehow, Waters met Cuff at Seattle, in the Elite Theatre, and after six rounds a draw was declared. At the same time and place, at a benefit bout, Waters fought Mike Cleary, knocking him out with a jaw-breaker in the second round. Next he met Danny Needham, who was beaten by Ryan for the welter-weight championship of the world, but who has since won it. He tipped the beam at 150 pounds when he met Waters, in February, 1891, in the People's Theatre, Seattle, before an immense audience. The [illegible] in favour of Needham. The next was Fred Levique, challenger of the Dominion "with or without gloves, *without preferred*," as he put it. In the second round Fred was down, and refused to get up; decision in favour of Waters, just in time, for the police rushed in. The last fight of any importance in which Waters figured was in Hongkong, where he met Jim Brown, of Cincinnatti, champion of the China Station, in December last, and knocked him out easily in the second round.

Billy Waters is now on his way to England, intending to compete for a place in the front rank of the world's middle-weight champions. He will stay in Hongkong about a month, during which time, having left the Canadian Pacific Co's service (with the highest testimonials) and having nothing to do until ready to go home, he will be at liberty to give a few lessons in the science of boxing. Anybody who has ever tried to use Nature's weapons knows that brute force is comparatively of no use, and that it requires considerable skill to box properly—as with foils or single sticks, there are innumerable tricks and arts which need a practised hand and a quick eye to use when opportunity arises. Some of these Mr. Waters is willing to teach, and all who have seen him are convinced that he is qualified to do the needful. In a day or two we shall be able to give fuller particulars. It is a pity we are only to have Billy for a month; but Hongkong is, of course, no place for a man of his calibre, and it is only by force of circumstances that he is here at all. While he is here, the opportunity should be turned to the best use by all amateur lovers of the manly art.

THE GENERAL ELECTION.

LONDON, July 5th.

The following Liberal candidates have been elected:—Henri Josse, Great Grimsby. Samuel Story and E. T. Gourley, Sunderland.

The following Conservatives have been elected unopposed:—Hon. H. Sturt, East Dorset. Rt. Hon. A. Akers-Douglas, St. Augustine's of East Kent. Dunbar P. Barton, Unionist, has been returned unopposed for Mid-Armagh.

July 6th.

According to the latest returns last night, 83 Conservatives, 10 Unionists, and 58 Liberals have been elected. So far the Conservatives have gained 8 seats, Unionists 1, and the Liberals 18 seats.

The following candidates have been elected:—

Conservatives:—Robert Pierpoint, Warrington. W. L. Burdett-Coutts, Westminster. W. F. Lawrence, Abercromby, (Liverpool). Baron Henry de Worms East Toxteth (Liverpool). J. A. Willox, Everton (Liverpool). Sir G. Baden Powell, Kirkdale (Liverpool). James Henry Stock Walton (Liverpool). Hon. W. H. Cross, West Derby (Liverpool). R. P. Houston, West Toxteth (Liverpool). H. D. Greene, Q.C., Shrewsbury. Sir George Sitwell, Scarborough. W. Whitelaw, Perth. J. Aird, North Paddington. Henry Seton-Karr, St. Helens, Lancashire. Sir A. Hickman, Wolverhampton West, defeating Sir C. Plowden, Liberal candidate. Thos. Wrightson, Stockton, defeating Sir Horace Davey, Q.C. Lord Carmarthen, Brixton. E. Boulnois, East Marylebone. F. Seager Hunt, West Marylebone. General Goldsworthy, Hammersmith. B. L. Cohen, East Islington. G. C. T. Bartley, North Islington. Sir Albert Rollit, South Islington. Gen. Sir George Chesney, Oxford. Chas. Ernest Tritton, Norwood. Colonel Hughes Woolwich. B. Robinson, Dudley. Sir J. Goldsmid, South St. Pancras. H. R. Graham, West St. Pancras. T. W. Boord, Greenwich. C. A. Whitmore, Chelsea, defeating the Socialist Hyndman.

Unionists:—C. W. Cayzer, Barrow-in-Furness, H. H. Lopes, Grantham.

Liberals:—T. P. O'Connor, Scotland Div., (Liverpool). R. Neville, Exchange, (Liverpool.) S. Whitbread, Bedford. Mr. Little, Whitehaven. G. Leveson-Gower, Stoke-upon-Trent. W. Woodall, Hanley. Right Hon. James Stansfeld, Halifax. Thomas Shaw, Halifax. Mr. Moorson, Great Yarmouth. Alderman Coldwells, North Lambeth, defeating H. M. Stanley. Mark Beaufoy, Kennington. W. Allen, Newcastle-under-Lyme. Theodore Fry, Darlington. T. Lough, West Islington, defeating Richard Chamberlain. W. R. Cremer, Haggerston. Professor Stuart, Hoxton. Chas. Townsend, North Bristol.

The Hon. W. Brodrick, Conservative, has been elected for Guildford.

The Conservative papers regard the results of yesterday's polling as eminently satisfactory, and the Liberal papers admit a check in the Gladstonian advance.

Evening.

The latest election returns show that 94 Conservatives, 9 Unionists, including one seat gained at Edinburgh, and 70 Liberals have been elected.

There is a largely increased poll in London. Both sides demand a scrutiny of the ballot at Greenock.

The following candidates have been elected:

Conservatives:—W. G. Cavendish-Bentinck, Penryn and Falmouth. Colonel E. S. Hill, South Bristol, Robert G. Webster, East St. Pancras, Henry Kimber, Wandsworth, Abel H. Smith, Christ-church.

Unionists:—Lord Wolmer, West Edinburgh defeating Mr. T. R. Buchanan by a majority of 500 votes.

Liberals:—Thomas H. Bolton, North St. Pancras, John Leng and Edmund Robertson, Dundee, W. McEwan, Central Edinburgh. Dr. Robert Wallace, East Edinburgh, Herbert Paul, South Edinburgh.

The following candidates have been returned unopposed:—

Conservatives:—W. Bramston Beach, West Andover. Col. Saunderson, North Armagh. W. G. Ellison-Macartney, South Antrim. Mr. Stanley Leighton, Oswestry.

Liberals:—Sir Frederick T. Mappin, Hallamshire (South West Riding). Isaac Holden, Keighley (North West Riding). W. Abraham, Rhondda division of Glamorganshire. Dr. Charles K. D. Tanner, Mid-Cork. Alfred Webb, West Waterford. Capt. Donellan, East Cork.

July 7th.

The election returns up to midnight last night show:—

Conservatives	123
Unionists	19
Liberals	97

The Conservatives so far have gained 10 seats, the Unionists 4, and the Liberals 29.

The following candidates have been elected:—

Conservatives:—The Hon. A. Percy Allsopp, Taunton; R. A. Yerburgh, Chester; Sir F. S. Powell, Wigan; H. H. Howorth, Salford (South); Lees Knowles, Salford (West); J. G. Baird, Central Glasgow; Right Hon. A. J. Balfour, Manchester (East), having polled 5,147 votes against Professor Munro (Liberal), who polled 4,749; Sir James Fergusson, North East Manchester, having polled 4,239 votes against C. P. Scott (Liberal) who polled 4,129; Right Hon. H. Mathews, East Birmingham, having polled 5,041 votes against H. G. Fulford (Liberal) who polled 2,832 votes; Col. Charlesworth, Wakefield; Captain Hutchinson, Aston Manor; Col. Wyndham Murray, Bath, defeating Sir John Adye, the Liberal candidate; D. Palmer, Gravesend; Sir W. Marriott, Brighton; G. Loder, Brighton; Gainsford Bruce, Holborn; E. B. Hoare, Hampstead; E. H. Hulse, Salisbury; Coming Macdonna, Rotherhithe; W. R. Bousfield, North Hackney; Sir Andrew Scoble, Central Hackney; Sir Edward Clarke, Plymouth; Sir W. Pearce, Plymouth; P. M. Thornton, Clapham; T. Chamberlayne, Southampton; Frank James, Walsall; Sir Chas. Dalrymple, Ipswich; Lord Elcho, Ipswich; Wilson Lloyd, Wednesbury.

Unionists:—Right Hon Sir Henry James, Bury; A. Cameron Corbett, Tradeston (Glasgow); Alex. Cross, Camlachie (Glasgow); Right Hon J. Chamberlain, West Birmingham, by a majority of 5,417 votes over Mr. Corrie Grant (Liberal); Bright, Central Birmingham; Alderman Kenrick, North Birmingham; Powell Williams, South Birmingham; Jesse Collings, Bordesley; Arnold Forster, West Belfast, defeating Thomas Sexton (Nationalist).

Liberals:—W. Dunn, Paisley; Sir Henry Roscoe, South Manchester; C. E. Schwann, North Manchester; Jacob Bright, South-West Manchester; A. D. Provand, Blackfriars (Glasgow); Sir George Trevelyan, Bridgeton (Glasgow); Sir J. Carmichael St. Rollox, (Glasgow); Dr. Cameron, College (Glasgow), John Burns (Labour Candidate), Battersea; J. H. Wilson (Labour Candidate) Middlesboro; R. K. Causton, West-Southwark; W. Saunders, Walworth; R. V. Barrow, Bermondsey; Captain Norton, West Newington; J. Rowlands, East Finsbury; John Baker, Portsmouth; W. O. Clough, Portsmouth; G. Howell, Bethnal Green (N. E.); E. Pickersgill, Bethnal Green (S. W.); W. H. Holland, North Salford; Hudson Kearley, Devonport; E. J. C. Morton, Devonport; J. M. Cheetham and J. T. Hibbert, Oldham, defeating J. M. Maclean and Elliot Lees; Sir Charles Russell, South Hackney; F. H. Evans, Southampton; Dadabhai Naoroji, Central Finsbury; by a majority of three votes.

The Liberals are jubilant over the results of yesterday's polling, especially as regards London and Oldham. Mr. J. M. Maclean polled 11,000 votes at Oldham, and Mr. Elliott Lees, the other Conservative candidate polled 12,000, the Liberal majority over the latter being 330.

The Times, referring to Dadabhai Naoroji's election, says that the appearance in Parliament of natives of India is an interesting and almost romantic event.

The following is the result of the polling at Newcastle-on-Tyne:—Alderman Hammond (Conservative), 13,824; Rt. Hon. John Morley (Liberal) 10,905; James Craig (Liberal), 10,084, the first two being elected.

ALLAHABAD, July 8th.

A *Pioneer* London special telegram says:—In the Oxford election, Sir George Chesney polled 3,276 votes and had a majority of 120 votes. In Central Hackney, Sir Andrew Scoble polled 3478 and had a majority of 285. In Central Finsbury, Dadabhai Naoroji polled 2,959 and had a majority of 3. In North East Manchester, Sir James Ferguson polled 4,239 and had a majority of 110. In Bradford (East) Mr. W. S. Caine polled 5,575 and had a majority of 292.

THE "PEKING" DANGER.

The following correspondence, bearing upon this subject, has been sent to our Shanghai contemporaries for publication by the Chairman of the Chamber of Commerce:—

Shanghai, 18th July, 1892.

To the COMMISSIONER OF CUSTOMS,
Shanghai.

SIR,—As you are doubtless aware, the wreck of the steamship *Peking*, lying as it does in a narrow channel directly in the ordinary track of vessels passing to and from Shanghai and Southern ports, has been and continues to be a source of great danger to navigation, more especially as there is neither buoy nor light to mark its position.

On behalf, therefore, of the mercantile community of this place, whose interests are in the care of this Chamber, I have the honor to ask you if any steps are about to be taken by the Customs to remove this serious danger. I should have addressed you earlier upon this subject, had I not been of opinion that the Chinese authorities would promptly remove the wreck, but more than two months have elapsed since the steamer sank, and nothing has been done.

I would therefore urge upon you the necessity for immediate action in clearing away this obstruction to safe navigation.

I have the honor to be, Sir,
Your obedient Servant
(Signed) JOHN G. PURDON,
Chairman.

Custom House,
Shanghai, 20th July, 1892.

SIR,—I have the honour to acknowledge the receipt, this day, of your letter of the 18th inst., enquiring if any steps are about to be taken by the Customs to remove the wreck of the steamship *Peking*, and in reply to inform you that the Customs cannot undertake the removal of dangers situated beyond port limits.

I have the honour to be, Sir,
Your obedient servant,
(Signed) W. B. RUSSELL,
Assistant Commissioner in Charge.

To JOHN G. PURDON, Esq.,
Chairman,
Shanghai General Chamber of Commerce.

KOREA.

(FROM OUR CORRESPONDENT.)

Söul, 11th July, 1892.

To turn from the foolish and fruitless crusade in the Japanese press about the alleged attempt to assassinate the Dai-in-koon, to a much more pleasant subject, I am in a position to inform you that no less than three marriages have taken place here lately. It seems to have been a mutual question in each case of *veni, vidi, vici!* In each case the happy pairs were missionaries. A regular exodus of these reverend gentry has taken place of late, mostly in the direction of Chefoo. How I do wish I could go too—but, unfortunately, I'm not a missionary, and my means can't afford the luxury. I know of no Catholic missionaries having vacated their posts; they stick to their duty, through thick and thin, through hot and cold, blow high, blow low; with no happy flirtations, leading to the altar of hymen, but as martyrs to stern duty.

The recent rains have flushed our gutters, and our peninsular metropolis don't stink now so badly before the Lord and our nostrils, as it used to do, when I had occasion to write to you on the same subject previously; therefore, if these lines should happen to meet the eyes of our ecclesiastical fugitives in Chefoo, I trust they may serve as incentives in hastening them back to their bereaved flocks, *to save the latter's souls from* everlasting perdition, and, it is to be hoped in the hurry of their departure, they may not leave their cricket bats behind, which appear to be indispensible implements of the soul-saving apparatus for this country, at least in many people's unbiassed opinion. There is a rumour amongst the Natives about an intention of the Royal family to shift their residence back to the so-called "Old Palace," where in 1884 that bloody Palace revolution took place, by which the names of Takezoye and Kim-ok-Kim have become infamous for ever. The reasons are superstitious ones; it is said that on one occasion a big snake had been seen falling from the roof of one of the houses within the precincts of the Palace compound. (Your correspondent has never seen a bigger snake in Korea than at the utmost five feet long.) The American Minister, with his family, I believe, left for Chefoo on the 1st inst., and Mr. Hillier, the British Consul-General, has also left us since. There is no news of importance from the provinces.—*Shanghai Mercury.*

TIENTSIN.

(FROM OUR CORRESPONDENT.)

Tientsin, 15th July, 1892.

Since writing to you last we have had a great deal of rain, perhaps a little too much, as I hear the road from this to Peking is flooded and a long round-about-way has to be followed in order to avoid the flooded fields and roads. The crops are, however, safe from drought, but unfortunately they are still exposed to the ravages of the pest called *huang-chung*, or locusts. Swarms of these nimble creatures have obscured the sky two afternoons this week. On a journey from somewhere to elsewhere, many of them alighted in our midst to sample the maize, millet, melons, and every green thing get-at-able by their mandibles. The whole native population, old and young, male and female, then got on the alert, to *slay*, or *capture*, the small but dreaded enemy of all who have fields or gardens—consequently bushels of tender locusts were cast into the forging pans and fried a rich brown, in oil, with a little salt and served up as a toothsome relish, with whisky. I had a plate of the relish served me at a road-side inn, and sat down to eat it, in customary style, with chopsticks instead of a fork. I barred the whisky because I never touch even the best Highland dew, and I was immediately numbered amongst the brethren of the Tsai-li persuasion, who neither touch, taste or handle, the Dark Dragon, or White Tiger—ahem! I am off the handle. It is now a customary portion of local etiquette for resident Chinese officials to entertain their passing friends at a foreign dinner in *Yü-tai's* Hotel, where the rules and regulations of the house do not mar the happiness of the guests, by enforcing them to dine in stiff starched shirts and other uncomfortable articles of western attire. The guests being at liberty to strip to the skins, do so, despite the presence of French and Japanese damsels and matrons. The ladies are very sensible, not to have any objection to the native diners making themselves free, easy and comfortable at the dining tables. It was, if I am not mistaken, the venerable French songster and poet, Pannard, who wrote and sang a song, in which he said that the rigid laws of etiquette "were made our happiness to mar," &c., &c.

You have written a good deal about Sunday labour afloat in Hongkong during the past six or eight months. Perhaps you, or some of your readers, can tell me who wrote the Great nautical commandment as a guide to mariners—

"Six days shalt thou labour,
"And do all that thou art able,
"But on the seventh,
"Thou shalt holy-stone decks,
"And scour chain cable."

And may the Lord save you kindly, adds Paddy.

You have also said a great deal about Banks, Bank Directors, Auditors, Clerks and Compradores, but can you tell me if any foreign bank is involved in Chinese railways, because money is said to be scarce, very scarce, in the various local railways and mining companies? The Banks will do well to verify their accounts and call in all the capital entrusted to their native staffs, for one purpose or other, and all purposes in fact. I have somehow a vague notion that another half million taels is going to be lost here, by some establishment or other. The French and German Banks are said to have sown dollars broadcast here for the past year or two, and without any satisfactory returns having been derived from the foolish act.

W. MESNY.

PEKING.

(FROM OUR OWN CORRESPONDENT.)

July 15th, 1892.

We were lately complaining of the want of rain. We begin to wonder if dust is not, after all, preferable to mud—for there is no other alternative. The crops have been thirsting for the rain from heaven, and during the last ten days we have been having a succession of downpours. The streets are flooded and locomotion, whether on foot or in carts, is seriously impeded. It is a wonder that even the long-suffering Chinese submit to this, year after year, without making an effort to remedy the evil radically. They have proved themselves good canal builders and menders; why so impotent in regard to the roads? The other day the College professors and students had an enforced holiday, the courts being so flooded that no access was to be had to the class-rooms. In the rainy season the courts of the Tsung-li Yamên are in the same condition. The drains in the lane are blocked up, the water finds no egress, and planks require to be laid to enable the Ministers to reach their offices. Mails are, of course, impeded and the poor carters have a sorry time and the poorer mules and donkeys a worse one.

In the last number of the *Wan-kwoh-kung-pao*, the illustration given is said to be that of General Tso Tsung-tang, while in reality it is no other than that of the late Mr. Li Shan-lan, professor of mathematics in the Tungwên College. One recognises at a glance the well-known face and the moustache from which used to drip the rich soups at the *yamên* dinners. This is the second time this illustration has done duty during the last few years for the redoubtable conqueror of the North-West.

Most of our residents are now at the temples. Those who got out before the rains descended are to be congratulated. It has been no easy job since. The British Minister and Lady Walsham are reluctantly obliged to remain in town for want of their usual temple. The new Spanish Minister and suite have arrived. Invitations have been issued (13th July), by the French Minister and Madame Lemaire for the fête of the 14th. It is very unfortunate that this fête occurs in July, when the weather is so hot, the roads so bad, and the migration of the residents to the hills has already taken place. General Mesny has left the capital. His appearance in Chinese dress and the scrupulous exactness with which he observes Chinese etiquette, have made him the remark of the Chinese. I suppose they wish we were all as refined and as well understood the harmony of things.

A circular has been sent round stating that, owing to the continued downpour of rain and the *impassable condition of the streets, the French* fête for the 14th has had to be postponed. So much have the streets and lanes been under water, that for one or two days all vehicular and pedestrian traffic has had to be suspended. The Imperial College has been shut for a day or two owing to the same cause, neither professors nor students being able to get near it. The College closes this week after the usual summer examinations, when a six weeks' holiday takes place. The hot weather is not conducive to study and attendance.

In regard to telegraphic matters we learn that an answer has been received from Russia in response to the representations from the late meeting at Tientsin between H.E. Taotai Sheng and the Russian Consul there, to the effect that Russia agrees to cheaper tariffs. It will be necessary to watch closely this question of cheaper tariffs, so that it will be a *bona fide* reduction all round and not for some places and certain telegrams. Insignificant reduction will not do. This business must be thoroughly well done. The Tsung-li Yamên must not ratify the convention too speedily. It is unfortunate that H.E. Shêng is the only official who has busied himself with telegraphic matters and is the only one now who may be said to know anything of the subject. If he were not an interested party, and looked at present and personal advantage, we might confide this subject implicitly to his hands, feeling assured that all interests, both Chinese and foreign, would be conserved.

Owing to the demise of Lady Li, the wife of the Viceroy, Lord Li, the Chinese Minister to Japan, will require to vacate his post and go into retirement and mourning for the usual period of twenty-seven months. Mr. Wang Fêng-tsao, late Secretary of Legation at Berlin, a member of the Hanlin and an *alumnus* of the Imperial Tung Wên College, has been appointed to the vacant post. The appointment is considered a good one. M. von Brandt returned to the capital on the 14th.—*N. C. Daily News.*

FATAL DUEL IN FRANCE.

THE MARQUIS DE MORES KILLS CAPTAIN MAYER.

A special cable despatch from Paris to the *San Francisco Chronicle*, dated June 24th, gives full particulars of the fatal duel between the Marquis de Mores and Captain Mayer, which has caused such a sensation throughout Europe and America. The Marquis is reported to be deeply grieved at the result of the encounter.

He says that the combat was fought under conditions that ought to have prevented a fatal termination. Mayer belonged to the Engineer Corps and was regarded by his friends as a brilliant officer. He was a Hebrew, and the duel arose from a remark of De Mores' that "no Jew ought to be a member of the French army." The duel was fought with swords, and the terms were that the duelists should not come to the closest quarters and should cease when one received a wound placing him in a position inferior to his adversary.

When the duelists had taken their positions the usual signal, "Allez," was given. The Marquis made a direct thrust, which was parried by Captain Mayer. The Marquis again made a rapid lunge, the sword passing through Captain Mayer's guard and piercing his body below the armpit. The Marquis immediately disengaged his weapon and leaped back on his own ground.

Captain Mayer dropped his sword, exclaiming "I am badly hit," and fell to the ground.

The Marquis advanced to his prostrate antagonist and, bending over him, asked: "Captain Mayer, will you allow me to shake hands with you?" Captain Mayer held out his hand.

Surgeons at once attended the wounded man, and he was soon made as comfortable as circumstances permitted. He was placed in a carriage and removed to a hospital, where he died at 5 o'clock in the afternoon.

Captain Mayer had carefully concealed from his relatives all knowledge of the fact that he was to fight the duel, and when the news of his son's death was broken to the father, his grief was extreme. He went to the hospital and the body of his son was given to him. He conveyed the remains to his home, where the dead man's mother was distracted. When the body was taken into the house, Madame Mayer threw her arms about it and covered the face with kisses.

The affair is deeply regretted at the Ecole Polytechnique, where Captain Mayer held a professorship. He was greatly esteemed by his fellow officers, was a splendid fencer, and had appeared in numerous assaults at-arms.

De Mores to-day expressed much sorrow for the death of Captain Mayer, and added: "I am aware the authorities will issue a warrant for my arrest. What does it matter? The magistrate will not prevent the prosecution of the work we have undertaken. Personal questions are nothing; principles are all in all. We are but at the beginning of a civil war."

The Marquis de Mores was arrested to-night. The affair has created great excitement among the Jews. It is feared the Jewish residents of the city and suburbs will engage in demonstrations on the occasion of the funeral of Captain Mayer. It is reported that the Jewish officers in the French army intend to avenge the death of Captain Mayer, and that a series of duels is imminent.

It was learned to-night that the Marquis had other challenges on his hands, one from Lieutenant Cremien. It was evident that the Marquis did not desire to be aggressive, but that he was ready to defend his opinions when called upon and at a proper time.

"I will not be drawn into any fight," he said, "for I have not the same protectors as Lieutenant Cremien. I do not fight, as he does, with the authorization of his military chiefs and surrounded by friends coolly discussing the situation. Now, I do not intend to go into court with the result of two duels on my hands. When I have cleared myself of the last, then I shall be ready to give M. Cremien all the satisfaction he wants. Indeed, as soon as this question is settled, I shall go on defending myself and my cause, which I believe to be the cause of the liberty of France and of justice.

"As to the unfortunate Mayer duel, I wish to state that all efforts were made to arrange this fight as gentlemen should fight. Captain Mayer was a dangerous fencer. He was in perfect health, with a long reach, and with an arm and leg accustomed to exercise and in full condition. He had expressed an intention of killing me."

"And you tried to kill him?"

"No," replied the Marquis; "but when you have the naked point of a sword in front of you, you fight. The moment I felt I had struck him I held my hand, but it was too late."

DE MORES' EVENTFUL PAST.

The Story of His Famous Battle in Dakota.

The Marquis de Mores is the son of the Duke de Vallambrosa, and first came into prominence in 1882, when he married Medora von Hoffman, the beautiful daughter of Baron Louis von Hoffman, the banker of Wall-street, New York.

When the news of the marriage spread over England and America, Mr. Labouchere, editor of London *Truth*, said that the young lady had evidently been trapped into the marriage, as he regarded De Mores as an adventurer. The girl's father sued *Truth* for libel and was awarded damages.

Up to this time De Mores had the reputation of being one of the fashion plates of the Parisian tailors. In August, 1882, he went to the United States with his beautiful bride. On the way over De Mores bought from a passenger 15,000 acres of land in what was known as the "Bad Lands" of Dakota, on the Northern Pacific Railroad, and in 1883, accompanied by a few companions, he left New York for the Little Missouri, in Dakota.

On reaching Dakota, De Mores immediately put up a small house and founded the town of Medora, which he named after his wife. He incurred the enmity of a large number of Dakotans, who expressed their intention of putting the Marquis out of the way in short order. On June 26th, hearing that his life was in danger, De Mores, after telegraphing to Mandan for the Sheriff, sent for Dick Rogers, a faithful cowboy. Then, accompanied by the latter, he started out to head off his enemies. It was shortly after 1 o'clock when both forces met. A desperate fight ensued and two men were killed. This did not add to De Mores' popularity, and he was tried for the murder of the two men, and after a long trial was released.

For revenge the friends and relatives of the two men who were killed poisoned a number of De Mores' cattle. The Marquis was soon afterward joined by his wife, who, in a short time, gained renown as a famous rifle shot and rider.

After a year or so De Mores and his wife returned to New York, and subsequently went back to Paris, where Camille Dreyfus, the editor of a French journal, through some remark made in his paper in ridicule of De Mores, was challenged to fight a duel. Both men were dead shots. The duel was fought in Belgium on the morning of February 2, 1890, when Dreyfus was wounded in the arm, De Mores escaping without injury.

INTEREST ON DEPOSITS IN COMMERCIAL BANKS.

The recent failure of the New Oriental Bank, says the *San Francisco Chronicle*, has been generally attributed to a decline in Silver. Much of the business of the bank was in China and India. The reduction in the price of Silver naturally caused a shrinkage in the value of securities, and much embarrassment was the result. But there was another cause operative along the same line of misfortunes. When the Oriental was reorganized a few years ago it sought to regain something of its old time prestige, by showing a large line of deposits. To this end it offered liberal rates of interest for time deposits. It pursued this course openly and publicly. Many banks that decry the practice as an unwise feature in commercial banking, are known to have their depositors to whom they allow interest But the New Oriental did not hesitate to blazon the fact in the public prints. We have before us one of these notices. It reads as follows: Interest allowed on deposits, subject to 1 or 3 years' notice, 4½ per cent; subject to 5 or 7 years' notice, 5 per cent per annum. The bank was paying these sums on a large amount of money, on which the average interest received (including idle money) was considerably less. This was of course a losing game, and in time the losses footed up quite a large sum, which, added to other troubles, caused the downfall of the bank.

The popular notion concerning the paying of interest on commercial deposits is the correct one, namely, that it is not a good custom to follow. The really strong banks have no occasion to resort to such measures, and those not specially strong assume extra hazards by the practice. Especially is it dangerous to adopt any fixed rate of a liberal character along that line. Such a course discourages private enterprise and throws burdens upon the banks which are inimical to their higher degree of prosperity, even if they do not seriously embarrass their solvency. When owners of money can lodge their funds in Commercial Banks and receive good rates of interest, they are apt to be content to follow that course rather than to use this money in the development of their business and for the purpose of creating wealth. Commercial Banks that pay interest on deposits are constantly tempted to loan their funds down to a closer margin than conservative bankers deem safe, and to loan them on securities that prudent bankers would discard, or at least would not accept to the same extent. The first adverse wind along the financial sea exposes these banks to peril, and their frantic attempts to get into safe quarters only intensify the trouble. In too many cases the result is insolvency, which affects others than the particular bank involved.

The question of paying interest on deposits is being brought home to the New York banks in a very practical way just now. Of course they all deny that the thing is done, and yet they all do it, or at least most of them. The Importers and Traders Bank has been prominent in this particular. It is quite in order, therefore, that it should be the first to lead in the reform. We do not understand that the banks intend to abolish the custom. The best they propose is simply to modify the practice by reduction in the amount they will hereafter pay. It is said that the interest allowed heretofore has averaged as much as 2 per cent per annum. In some cases it has been higher. The rate, whatever it has been, has been an inducement to interior banks to keep large balances at the seaboard. Now that money is such a drug in New York that call loans at 1½ at 2 per cent per annum still leave a large surplus above legal resources, it is useless and wasteful to attempt to keep up the old rates for country bank balances, and hence the reduction in the rates of interest on such balances, which some of the New York banks have already adopted.

SCOTT's Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form, having great healing and strengthening properties, most valuable in *Consumption* and wasting diseases. Read the following:—"I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil."—D. P. KENNA, F.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

To-day's Advertisements.

THEATRE ROYAL.

HARRY STANLEY'S COMIC OPERA AND BURLESQUE COMPANY.

PATRONISED BY HIS EXCELLENCY SIR WM. ROBINSON, K.C.M.G.

TO-NIGHT (TUESDAY), July 26th,
DRAMA
"STRUCK OIL."

TO-MORROW (WEDNESDAY), July 27th,
By Special request
"SHE-E."
For the benefit of Miss FANNY STANLEY.

THURSDAY, July 28th,
BY DESIRE
"PAUL JONES."

FRIDAY, July 29th,
"GIROFLE GIROFLA."

SATURDAY, July 30th,
THE LAST NIGHT.
OUR GRAND
VARIETIES
AND
MINSTREL ENTERTAINMENT.
ENTIRE CHANGE OF PROGRAMME.
Miss MILDRED TRIGGE, Miss TILLY LAKE and Miss F. STEPHENSON in NEW DANCES.

Box Plan now open at Messrs. KELLY and WALSH.

The first-class Grand PIANO supplied by Messrs. [illegible] & Co.

T. EMPSON,
Manager.
Hongkong, 26th July, 1892. [758

To-day's Advertisements.

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship
"MONMOUTHSHIRE,"
Captain Cuming, will be despatched as above on or about THURSDAY, the 4th August.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 26th July, 1892. [641

PUBLIC AUCTION.

THE Undersigned have received instructions from the Executor of the late W. F. SHARP, to Sell by Public Auction (unless previously disposed of privately), at their Office, French Bund, on

WEDNESDAY,
the 17th August, 1892, at 11 A.M.,
THE WELL-KNOWN IRON SCREW
S. S. "ELLA,"

Classed A1 (for river purposes only), now running on the Yangtsze between this and Hankow.

Dimensions 197' x 26' 6" x 19'.

Height between decks 7' 6".

Gross Register 784, under deck 680, net 510 tons.

She was built in 1870, by J. SCOTT & SONS, at Inverkeithing, and Engined by the same firm. Cylinders 20" and 36". Length of stroke 27". Boilers Multitubular. Capacity of Bunkers 75 tons. Consumption of Fuel per 24 hours 6½ tons Japan coal.

She has a very good carrying capacity, viz. 1,230 tons measurement or 675 tons dead weight exclusive of Bunkers, and first-class accommodation for 10 passengers, second-class 100 and third class 250.

Her average speed is 9.6 knots per hour.

Draught of water laden 13' aft and 10' forward.

Draught of water light 9' 6" aft and 4' forward.

Lloyds' Surveyor reports in December last:—Boilers in good order and condition. The ship was docked and painted in March last, new crank shaft fitted in November, 1891, when she was thoroughly overhauled.

According to her capacity she has remarkably small consumption of coal.

TERMS OF SALE.

The Steamer will be sold with all faults and errors of description, without any allowance for any defects or deficiency whatever.

One half the purchase money is to be paid on the fall of the hammer, and the balance on completion of the transfer, to be made within four days (or sooner, if agreed by the seller and purchaser) failing which the first payment to be forfeited.

The vessel to be at the risk of the purchaser as soon as knocked down. Should the purchaser fail to complete the purchase the steamer will be sold for his account either by Public or Private sale, and any deficiency will be claimed from him.

No one shall be allowed to retract his bidding.

All bids to be made in Taels of Shanghai Sycee.

All expenses of transfer to be borne by the purchaser.

The vessel may be inspected on the 2nd, 3rd, 12th to 16th August.

For further particulars, apply to
WHEELOCK & Co.,
Auctioneers.
Shanghai, 18th July, 1892. [756

Intimations.

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS, NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS,
No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS FOR
RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

SPECIALLY SELECTED
EXTRA PRIME PORK and BEEF in Barrels.
Also
AMERICAN PRIME SUGAR-CURED HAMS and BACON.
CHR. MOTZ & Co., BORDEAUX CLARETS,
CEMENT from the celebrated Factory of Hemmoor.
FLENSBURG STOCK BEER,
ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
ALL KINDS OF COALS
SUPPLIED AT THE SHORTEST NOTICE.

Des Coteaux et fils finest old BRANDY, COGNAC, 4 Stars, selected expressly for F. B. & Co., Sole Agents.

SOLE AGENTS
FOR CHINA AND JAPAN
FOR THE
TULE LIFE PRESERVER AND RAFT.
Manufactured by the
LEDUC TULE IMPROVEMENT COMPANY,
SAN FRANCISCO, CAL.

Creolin
Pearson

Acknowledged by the scientific world as the *MOST EFFECTIVE DISINFECTANT* DEODORISER and GERMICIDE.

Is neither poisonous nor caustic, may be used by everybody without the slightest apprehension of danger.

Hongkong, 8th March, 1892. [122

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(above Messrs. Dakin Bros. of China, Ld.).
CONSULTATION FREE.
Hongkong, 27th July, 1891. [89

For Sale.

FOR SALE.

THE SCHOONER
"MONTIARA,"
AS SHE NOW LIES IN YAU-MA-TI BAY.

Length	75 feet.
Beam	17 feet.
Depth of hold	7½ feet.
Registered Tonnage	75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 17th May, 1892. [525

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG,"
AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 38" dia., with a stroke of 26." The Crank Shaft is 6½" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For futher particulars, apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 17th May, 1892. [526

Hotels.

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 2nd May, 1892. [480

THE SHAMEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.
A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1891. [1182

Intimations.

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 10th March, 1892. [853

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS.
CHARTS and BOOKS.
No. 48, Queen's Road Central. [632

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road, Central. [633

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY.
Hongkong, 24th June, 1881. [661

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 10th June, 1888. [9

Commercial.

LATEST QUOTATIONS

Hongkong and Shanghai Bank.—90 per cent. prem., sellers.
The National Bank of China, Ld.—on £6.0.0. paid up,—30 per cent. dis., sellers.
The National Bank of China, Ld.—Founders' shares, $220 per share, sellers.
The Bank of China, Japan & the Straits, Ld.—$3½, sales and buyers.
The Bank of China, Japan & the Straits Ld.—Founders' shares, £17 sellers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent. premium.
Union Insurance Society of Canton—$88, per share, sales and buyers.
China Traders' Insurance Company—$60 per share, sellers.
North China Insurance—Tls. 225 per share, sellers.
Canton Insurance Company, Limited—$99 per share, sellers.
Yangtsze Insurance Association—$102, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$265 share, sellers.
China Fire Insurance Company—$84 per share, sales and sellers.
Hongkong, Canton, and Macao Steamboat Co.—$28½ sellers.
China and Manila Steam Ship Company—25 per share, sellers.
Indo-China Steam Navigation Company, Limited —37½ per cent. discount, sellers.
Douglas Steamship Company—$37 per share, sellers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—$84 per cent. premium, sellers.
Geo. Fenwick & Co., Limited—$14½ per share, sellers.
Hongkong Hotel Company—$20, sales and buyers.
Hongkong Hotel Co.'s Six per-cent. Debentures —$501.
The Austin Arms Hotel and Building Company, Limited—$6 per share, sellers.
The Shameen Hotel Co., Limited—$8 per share, sellers.
Punjom and Sunghie Dua Samantan Mining Co. —80 cents per share, buyers.
The Raub Gold Mining Co., Limited—40 cents per share, sellers.
New Imuris Mining Co., Limited—$1.60, per share, sales and sellers.
The Balmoral Gold Mining Co., Limited—nominal.
Tonquin Coal Mining Co.—$190 per share, sales and buyers.
The Jelebu Mining and Trading Co., Limited—$5½ per share, buyers.
The Selama Tin Mining Co., Limited—15 cents per share, sales and sellers.
London and Pacific Petroleum Co., Ld.—£2 sellers.
China Sugar Refining Company, Limited—$120 per share, buyers.
Luzon Sugar Refining Company, Limited—$29 per share, sellers.
A. S. Watson & Co., Limited—$15½ per share sales and sellers.
Cruickshank & Co., Limited—$12 per share, sales and buyers.
Hongkong Dairy Farm Co., Limited—$4½ per share, buyers.
The Kowloon Land Investment Co., Limited—$7½ per share, sellers.
The Hongkong Land Investment Co., Limited—$55, sales and sellers.
The West Point Buildings Co., Limited—$20 per share, sellers.
H. G. Brown & Co., Limited—$23 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—$48 per share, sellers.
Hongkong Rope Manufacturing Company, Limited—$95, per share, buyers.
Hongkong Gas Company—$102 per share, sales.
Hongkong Ice Company—$69 per share, buyers.
Hongkong and China Bakery Company, Limited —$65 per share, sellers.
The Hongkong Brick and Cement Co., Limited —$7 per share, sellers.
The Green Island Cement Co.—$5 per share, sellers.
The Hongkong Electric Light Co., Limited—$2⅝ per share, sales and sellers.
The Hongkong Steam Laundry Co, Limited—$2½ per share, nominal.
The Hongkong High-Level Tramway Co., Limited—$40 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T. 2/9⅞
Bank Bills, on demand 2/9⅞
Bank Bills, at 4 months' sight...2/10¼
Credits at 4 months' sight......2/10⅜
Documentary Bills, at 4 months' sight 2/10⅜
ON PARIS—
Bank Bills, on demand 3.54
Credits, at 4 months' sight 3.64
ON INDIA:—
T. T. 223½
On Demand 223½
ON SHANGHAI—
Bank, T. T. 71⅞
Private, 30 days' sight 72⅜

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Col. S. H. Boyd, U S. Minister Resident, Siam.	Mr. W. A. Murison.
	Surg.-Major Robbins.
	Mrs. Robbins.
Mr. H. E. Bray.	Mr. F. E. Shean.
Capt. Cunningham.	Mr. W. Stuart Smith.
Mr. Otto E. Ehlers.	Mr. J. M. Speet.
Mr. & Mrs. C. Gauthier.	Mr. W. Tarn.
Mr. M. M. Kuhn.	Captain Tillett.
Rev. J. M. Morton, B.A.	Mr. E. Tuck.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. F. Badeley.	Mrs. Parlane and children.
Mr. Budd.	
Mr. Chaudet.	Mr. and Mrs. Perkins.
Mr. Firor.	Mr. G. H. Potts.
Mr. Chas. Grant.	Mrs. Rogers & children.
Mr. Hazeland.	Mr. Sparrow.
Capt. Hildebrandt.	Mr. A. Findlay Smith.
Mr. Thomas Howard.	Mr. Wm. Smith.
Mr. Morton Jones.	Mr. Stephen.
Mr. V. Kolod.	Mr. Geo. L. Tomlin.
Mr. E. W. Maitland.	Mr. H. P. Tocker.
Mr. F. Maitland.	Mrs. Unsworth.
Captain Munro.	Capt. Geo. Vlaneavos
Capt. J. S. Neeson.	

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Peninsular*, with the outward English mail, left Singapore on the 24th instant at 5 p.m., and may be expected here on the 29th.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Yarra*, with the French mail of the 24th ultimo, left Saigon on the 24th instant at 1 p.m., and may be expected here on the 27th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *China*, with the American mail of the 9th instant, left Yokohama on the 25th instant, and may be expected here on the 30th.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of China* left Vancouver on the afternoon of the 18th instant for Yokohama, Kobe, Shanghai and Hongkong.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Venetia*, from Bombay, left Singapore on the 21st instant at 1 p.m., and may be expected here on the 28th.

The 'Union' line steamer *Angers*, from London, Antwerp, Hamburg, and Straits, left Singapore on the 22nd instant, and is due here on the 28th.

The Austrian Lloyd's S. N. Co.'s steamer *Berenice*, from Bombay, left Singapore on the afternoon of the 23rd instant, and is due here on the 30th.

The Navigazione Generale Italiana steamer *Bisagno* left Bombay on the 15th instant, and is expected here on the 3rd proximo.

The P. & O. S. N. Co.'s steamer *Nizam* left Bombay on the 22nd instant, and may be expected here on the 10th proximo.

The Northern Pacific steamer *Victoria* left England on the 8th instant, and may be expected here on the 15th proximo.

The Northern Pacific Steamship Co.'s chartered steamer *Phra Nang* left Tacoma for this port, *via* Yokohama, on the 28th ultimo.

CHINA COAST METEOROLOGICAL REGISTER.

25th July, 1892.—At 4 p.m.

Station.	Barometer red. to sea level and 32° Fah.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours.
Wladivostock	...	...	...	...	...	...	...
Tokio	29.88	...	...	S	3	...	...
Nagasaki	...	...	...	...	...	...	...
Shanghai	29.57	88	67	NNE	3	c	...
Foochow	...	...	...	...	...	...	...
Amoy	29.53	87	76	SE	2	b	...
Anping	...	...	...	...	...	...	...
Swatow	29.52	...	...	...	...	...	...
Hongkong	...	81	86	E	2	o	...
Victoria Peak	...	...	...	SE	3	...	...
Canton	29.53	92	70	E	3	gwt	...
Macao	29.58	79	95	SSW	1	o r	...
Hoihow	...	...	...	...	...	...	...
Haiphong	29.53	87	83	W	2	o d	...
Bolinao	29.72	75	90	S	2	o r	...
Manila	29.70	85	77	SW	3	o r	...
Cape St. James	...	...	...	SW	3	o q	...

26th July, 1892.—At 10 a.m.

Station.	Barometer red. to sea level and 32° Fah.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours.
Wladivostock	...	...	...	...	...	...	...
Tokyo	...	...	...	...	...	...	...
Nagasaki	...	...	...	...	...	...	...
Shanghai	...	...	...	...	...	...	...
Foochow	...	...	...	...	...	...	...
Amoy	29.64	82	87	SSE	3	c	...
Anping	...	...	...	...	...	...	...
Swatow	...	...	...	...	...	...	...
Hongkong	29.63	82	87	E	2	o p	0.31
Victoria Peak	...	...	...	SE	3	...	...
Canton	29.72	84	79	E	2	c	...
Macao	...	...	...	...	...	...	...
Hoihow	...	...	...	...	...	...	...
Haiphong	29.48	78	98	WNW	1	o	...
Bolinao	29.79	82	79	SE	2	o	1.92
Manila	...	...	...	...	...	...	...
Cape St. James	...	...	...	SW	2	o	...

At noon on the 25th directions were given to take down the Red South Cone. Barometer rising except in Haiphong. Gradients moderate for south-east winds. Weather:—warm and showery. (Issued at 10.27 a.m.)

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5.—Force of the wind according to Beaufort scale. 6—State of the weather, *b* Blue sky, *c* Detached clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning, *o* Overcast, *p* Passing showers, *q* Squally, *r* Rain, *s* Snow, *t* Thunder, *v* Visibility, *w* Dew wet). 7—Rain in inches, tenths and hundredths.

W. DOBERCK,

Hongkong Observatory, 26th July, 1892.

Shipping.

ARRIVALS.

ASK, Danish steamer, 682, Revsbeck, 25th July,—Haiphong 21st July, and Hoihow 24th, Rice and Pigs.—A. R. Marty.
KITTY, British bark, 803, Harry Wilson, 25th July,—Haiphong 18th July, Ballast.—Master.
OXUS, French steamer, 1,898, Ernest Chabond, 26th July,—Shanghai 23rd July, Mails and General.—Messageries Maritimes.
POLLUX, German steamer, 898, H. Hellmers, 26th July,—Amoy 24th July, Beans.—Melchers & Co.
TAI-CHEONG, German steamer, 826, T. Spiesen, 26th July,—Deli 19th July, Ballast.—Meyer & Co.
INDEPENDENT, German steamer, 871, Schall, 26th July,—Mauritius, and Singapore 18th July, General.—Kwong Sing.
HAITAN, British steamer, 1,182, F. D. Goddard, 26th July,—Foochow 22nd July, Amoy 23rd, and Swatow 25th, Tea and General.—D. Lapraik & Co.
FREJR, Danish steamer, 397, C. A. Strand, 26th July,—Pakhoi 23rd July, and Hoihow 25th, General.—Arnhold, Karberg & Co.
RIO, German steamer, 1,000, Davidsen, 26th July,—Saigon 22nd July, Rice.—Wieler & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Fokien, British steamer, for Swatow, &c.
Amigo, German steamer, for Newchwang.
Teucer, British steamer, for Singapore, &c.
Camelot, British steamer, for Shanghai.
Singan, German steamer, for Swatow, &c.
Fu-ping, Chinese steamer, for Shanghai.
Activ, Danish steamer, for Hoihow, &c.
Arratoon Apcar, British str., for Singapore, &c.
Elektra, Austrian steamer, for Singapore, &c.

DEPARTURES.

July 26, *Pekling*, British steamer, for Singapore and London.
July 26, *Arratoon Apcar*, British steamer, for Singapore and Calcutta.
July 26, *Camelot*, British str., for Shanghai, &c.
July 26, *Fu-ping*, Chinese steamer, for Shanghai and Tientsin.
July 26, *Amigo*, German str., for Newchwang.
July 26, *Fokien*, British str., for Swatow, Amoy and Tamsui.
July 26, *Elektra*, Austrian steamer, for Singapore and Bombay.
July 26, *Teucer*, British steamer, for Singapore and New York.
July 26, *Singan*, German steamer, for Swatow, Foochow, Chefoo, and Tientsin.
July 26, *Ningpo*, German str., for Shanghai.
July 26, *Cheang-chew*, British str., for Amoy.
July 26, *Sungkiang*, British steamer, for Amoy and Manila.
July 26, *Tersia*, British steamer, for Amoy.
July 26, *Triumph*, German str., for Hoihow, &c.
July 26, *Taiyick*, German str., for Chefoo, &c.
July 26, *Mabel Taylor*, British bark, for Manila.
July 26, *Continental*, Dutch steamer, for Canton.
July 26, *Canton*, British steamer, for Canton.

PASSENGERS—ARRIVED.

Per *Rio*, str., from Saigon.—168 Chinese.
Per *Frejr*, str., from Pakhoi, &c.—Mr. and Mrs. Gauthier, and 20 Chinese.
Per *Oxus*, str., from Yokohama for Hongkong.—Messrs. Stuart Smith and Sailley. From Kobe.—Mrs. de Boyis and 3 children. From Shanghai.—Messrs. Hocht, R. A. Curtis, and 4 Chinese. From Yokohama for Saigon.—Messrs. Cailliol and Lacaze. For Singapore.—Consul de Fauconval, and Mr. L. Hodney. For Marseilles.—Mr. and Mrs. Reynaud, Miss Burnett, Messrs. Swithinbank, A. Norkett, and J. Sarda. From Kobe for Singapore.—Mr. Noor Mohamed Hassan. For Marseilles.—Messrs. Lacours and Blas. From Shanghai for Saigon.—Mr. Poligny, and 11 sailors. For Singapore.—Messrs. Brown and Georges Samat. For Marseilles.—Messrs. Taton, L. Couraux, H. Colldeg, Gus. Armstrong, and Wallé Sonis.
Per *Taichsong*, str., from Deli.—8 Chinese for Swatow.
Per *Pollux*, str., from Amoy.—Mr. Wickman, and 22 Chinese.
Per *Ask*, str., from Haiphong, &c.—17 Chinese.
Per *Independent*, str., from Mauritius, &c.—196 Chinese.
Per *Haitan*, str., from Foochow, &c.—95 Chinese.

REPORTS.

The Danish steamship *Ask* reports that she left Haiphong on the 21st instant, and Hoihow on the 24th. Winds from north-north-east through north to east, with rain and strong wind.

The German steamship *Taichsong* reports that she left Deli on the 19th instant. Had fine weather and light wind to 16° north, when squally rainy weather and south-south-east winds to port.

The British bark *Kitty* reports that she left Haiphong on the 18th instant. Had dirty squally weather in the Gulf of Tonkin. On the 23rd had south-east to south-west gale off Hainan; thence squally weather throughout.

The British steamship *Haitan* reports that she left Foochow on the 22nd instant at 8 a.m. Had fresh north-east winds with clear weather and barometer 29.50; at 4 p.m. anchored in Haitan Straits, barometer 29.42. Left Straits at 4 a.m. on the 23rd, barometer 29.59, with light south-west winds and considerable south-east swell to Amoy. From Amoy to Swatow had moderate south-west breeze and sea with cloudy weather. From Swatow to Hongkong had moderate south-west breeze and heavy swell with cloudy sky. In Foochow the steamships *Moyune* and *Yiksang*. In Amoy the steamships *Newchwang* and *Borneo*. In Swatow the steamships *Tamsui*, *Woosung*, *Kwongsang*, *Chowfa*, and *Chiyuen*.

Post Office.

A MAIL WILL CLOSE

For Europe, &c., Australia, India *via* Madras, Calcutta, and Mauritius.—Per *Oxus* to-morrow, the 27th instant, at 11 A.M.

For Haiphong.—Per *Ask* to-morrow, the 27th instant, at 5 P.M.

For Moji.—Per *Lennox* to-morrow, the 27th instant, at 5 P.M.

For Europe, &c., &c.—Per *Sachsen* on Thursday, the 28th instant, at 11 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 355, Hygom, 20th July,—Han Cohe Bay 15th July, Salt.—Arnhold, Karberg & Co.
BENGLOE, British steamer, 1,183, R. Farquhar, 24th July,—Moji 17th July, Coals.—Gibb, Livingston & Co.
BENLARIG, British steamer, 1,454, E. Le Boutillier, 23rd July,—Moji 17th July, Coals.—Gibb, Livingston & Co.
EMPRESS OF JAPAN, British steamer, 3,003, Geo. A. Lee, R.N.R., 18th July,—Vancouver 26th July, *via* Yokohama, Kobe 12th July, Shanghai 15th, General.—C. P. Railway Steamship Co.
ESMERALDA, British steamer, 966, G. A. Tayler, 18th July,—Manila 15th July, General.—Shewan & Co.
GAELIC, British steamer, 4,200, Pearce, 20th July,—San Francisco 23th June, and Yokohama 15th July, Mails and General.—O. & O. S. S. Co.
GWALIOR, British steamer, 1,602, F. Speck, 18th July,—Bombay 1st July, and Singapore 11th July, General.—P. & O. S. N. Co.
HAIPHONG, French steamer, 874, Gallett, 25th July,—Haiphong 22nd July, and Hoihow 24th, General.—Messageries Maritimes.
LENNOX, British steamer, 1,575, W. Ward, 24th July,—Moji 19th July, Coal.—Dodwell, Carlill & Co.
MICHAEL JEBSEN, German steamer, 710, T. C. Matthieson, 21st July,—Hon Cohe Bay 17th July, Salt.—Ed. Schellhass & Co.
OORIYA, British steamer, 419, J. M. Daly, 23rd May,—Singapore 16th May, General.—Butterfield & Swire.
PHRA CHULA CHOM KLAO, British steamer, 1,012, J. A. Morris, 25th July,—Bangkok 15th July, and Koh-si-chang 19th, General.—Yuen Fat Hong.
PROPONTIS, British steamer, 1,387, W. H. Farrand, 25th July,—Saigon 21st July, Rice and General.—Arnhold, Karberg & Co.
SHERARD OSBORN, British steamer, 875, R. Dunmall, 23rd July,—Haiphong, and Cable Ground 21st July.—E. E. A. & C. Telegraph Co.
TEIMAN, British steamer, 2,200, W. N. Allison, 23rd July,—Kobe 17th July, and Nagasaki 19th, General.—Butterfield & Swire.
ZAMBESI, British steamer, 1,650, Edwards, 8th May,—Victoria, B.C., *via* Honolulu and April.

SAILING VESSELS.

BELLE OF BATH, American ship, 1,347, F. M. Blethen, 27th June,—New York 8th March, Petroleum.—Jardine, Matheson & Co.
CARL FRIEDRICH, German ship, 2,208, M. Haak, 22nd July,—New York 13th March, Kerosine Oil.—Reuter, Brockelmann & Co.
CHARMER, American ship, 1,796, J. W. Holmes, 14th May,—New York 30th Nov., Kerosene Oil.—Jardine, Matheson & Co.
COLUMBUS, German ship, 1,429, F. Stover, 30th May,—Singapore 19th May, Ballast.—Melchers & Co.
F. P. LITCHFIELD, American ship, 1,042, Young, 21st June,—New York 15th Feb., Petroleum.—Arnhold, Karberg.
HEINRICH, German barque, 925, Henne, 22nd July,—Singapore 10th July, Timber.—Chinese.
IRIS, British schooner, 206, Chuntz, 12th June,—Hamling Pool 7th May, Sandalwood.—Siemssen & Co.
JOHN MCLEOD, British ship, 1,505, Henderson, 9th June,—from Pratas Reef, Ballast.—Captain.
J. D. BISCHOFF, German ship, 1,408, H. Meyer, 21st July,—Sydney *via* Singapore 30th April, Coal.—Melchers & Co.
MCLAURIN, American ship, 1,343, Frank L. Oakes, 25th May,—New York 3rd January, Kerosene Oil.—Jardine, Matheson & Co.
P. N. BLANCHARD, American ship, 1,502, N. W. Blanchard, 15th June,—New York 21st February, Oil.—Reuter, Brockelmann & Co.
STERLING, American ship, 1,669, Geo. W. Goodwin, 29th June,—New York 16th Dec., Kerosene Oil.—Jardine, Matheson & Co.
VAGABOND, British barkentine, 474, J. Bramston, 22nd July,—Albany 2nd June, Sandalwood.—Order.

Intimations.

W. POWELL & CO.

JUST RECEIVED

LADIES' TREBLE-WOVEN TIP SILK GLOVES.
CHILDREN'S WHITE and COLOURED SILK GLOVES.
SPECIALITIES in UMBRELLAS and PARASOLS.
NEW PATTERNS in LADIES' COLLARS and CUFFS.
OSTRICH SILK TRIMMING, all colours.
THE BIJOU SKIRT LIFT,
&c. &c. &c.

W. POWELL & CO.

Hongkong, 16th July, 1892. [5

THE IMPERIAL HOTEL L'D.

C. S. ARTHUR, MANAGER. TOKIO, JAPAN.

THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokio are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, $3 TO $4.50 PER DAY.

C. S. ARTHUR, Manager.

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Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

China ....Saturday, 20th August.
Peru ....Thursday, 8th Sept.
City of Rio de Janeiro...Thursday, 29th Sept.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, *via* YOKOHAMA and HONOLULU, on SATURDAY, the 20th August, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.	$225.00
To Liverpool and London	325.00
To Paris and Bremen	345.00
To Havre and Hamburg	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.00	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 months $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 19th July, 1892. [1

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic ....Saturday, 30th July.
Belgic ....Tuesday, 30th August.
Oceanic ....Tuesday, 20th Sept.

THE Steamship

"GAELIC"

will be despatched for San Francisco, *via* Yokohama, on SATURDAY, the 30th July, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.	$225.00
To Liverpool and London	325.00
To Paris and Bremen	345.00
To Havre and Hamburg	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.00	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Fall, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.00	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 months $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 7th July, 1892. [6

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of Japan	Saturday...	July 30th.
Empress of China	Saturday...	August 20th.
Empress of India	Saturday...	Sept. 10th.

THE R. M. S.

"EMPRESS OF JAPAN,"

Lieutenant Geo. A. Lee, R.N.R., Commander, sailing at Noon, on SATURDAY, the 30th July, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, *via* SHANGHAI, KOBE INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One Way Fares.	Prepaid return. 4 mos.	Prepaid return. 21 mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C.; Port Townsend, Seattle, Tacoma, Wash.; Portland, Ore., San Francisco	225	338	394
Banff Calgarry, Alba	255	383	447
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo; Milwaukee, Wis	295	443	517
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.; Hamilton, London, Toronto, Ont.; Buffalo, Niagara Falls, N.Y.	305	458	534
Kingston, Ottawa, Ont., Montreal, Quebec, Que.; New York, Albany, Troy, Rochester, N.Y.; Baltimore, Md., Philadelphia, Pittsburg, Pa.; Washington, D. C., Boston, Mass, Portland, Me.; Halifax, N.S., St. John, N.B.	310	465	543
Liverpool and London via Liverpool	325	575	650
Paris, via Liverpool and London	345	not issued	
Havre, via Liverpool	335	not issued	
Bremen, "	345	not issued	
Hamburg, "	335	not issued	

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage. Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

E. HOLLOWAY,
General Agent.
Office, Pedder's Street.

Hongkong, 9th July, 1892. [3

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Phra Nang	Saturday...	July 30th.
Victoria	Saturday...	August 20th.
A Steamer	Saturday...	September 3rd.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

THE Steamship

"PHRA NANG,"

Captain Watton, sailing at Noon, on SATURDAY, the 30th July, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 9th July, 1892. [510

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
BEST of weight, etc., etc.

MITSUI BUSSAN KAISHA,
Sole Agents.

Hongkong, 23rd July, 1892. [1109

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